C 9700 -3

THE WEEKLY OF
BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
STEPHANIE ZAHAROUDIS/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447
ARNOLD LEWIS/EDITORIAL DIRECTOR

Vol. 33 No. 19 November 9, 1981 Page 145

INSIDE

FAA Certificates Diamond I ..... Page 146
Page Airways Changes Name ..... Page 147
Learjet, IAM Sign Contract ..... Page 148
Business Aviation Briefs ..... Page 149
Marketplace ..... Page 152

MOST KING AIR WING BOLT INSPECTIONS TO BE COMPLETED THIS WEEK

Beech Aircraft officials expect most operators of the 2,600 King Air aircraft affected by an Oct. 31 emergency airworthiness directive will have complied with that AD and will have their aircraft back in service early this week. The AD, which requires the removal of the lower forward wing attachment of both wings, was issued six days after a fatal crash in Mineral Wells, Tex. in which the outboard section of the left wing separated from an E90. Investigators said the wing section separated because of the failure of the lower forward wing bolt in the left wing *(BA, Nov. 2/137).*

The AD requires the removal and cleaning of all bolts, washers and nuts from the lower forward wing attachment, inspection of each bolt and nut for reddish rust and a visual inspection for pits or cracks. Rusted, pitted and/or cracked parts must be replaced. Bolts and nuts must be baked continuously for 23 hours at 350 degrees Fahrenheit and then subjected to a magnetic particle inspection. Parts being reinstalled must be coated with corrosion preventative compound. Finally, all parts permanently removed from the aircraft must be sent to Beech within three days along with a report on any defects discovered.

The AD covers 2,629 aircraft including certain Model 65, 70, 80, 88, 90, 99 and 100 airplanes built prior to October/November of 1980. A Beech spokesman said the company began late last year applying a corrosion preventative compound to the critical assemblies during the manufacturing process. Aircraft currently equipped with Beechcraft Kits No. 90-4077-1 S or No. 99-4023-1 S or Aviadesign STC SA1178CE or SA1583CE are not included in the AD.

Approximately 541 of the 717 Model 200 Super King Airs in service at that time were the subject of a similar AD early in 1980 *(BA, Feb. 4/36).* That AD also followed the failure of a wing bolt, but the crew was able to make a safe landing near Zanesville, Ohio.

A Beech spokesman told *BA* last week the question of who will bear the cost of complying with the latest AD had not yet been resolved. Beech covered the cost of parts and labor in the 1980 AD on the Model 200 aircraft. The spokesman said the company's principal concern last week was getting the work completed so owners could use their aircraft. He also noted that the aircraft which crashed in Mineral Wells had been delivered to Australia initially and had spent five years there before being reimported back into the U.S., a situation that is causing some delay in obtaining maintenance records.

FORMAL ANNOUNCEMENT OF GO-AHEAD ON ATR-42 EXPECTED

Aerospatiale and Aeritalia officials were expected to announce last weekend an agreement signed Oct. 29 under which the two firms are firmly committed to launching the ATR-42 aircraft program. The ATR-42 is designed for commuter and regional airlines and will carry 42 passengers in the initial version with the possibility of stretched models that will carry up to 54 passengers *(BA, Dec. 8/179).* The French and Italian governments have given their blessing to the joint venture.

The aircraft will be powered by Pratt & Whitney of Canada PW100 (formerly PT7A-2R) turboprops designed to produce about 2,000 shaft horsepower each. Deliveries of the basic 42-passenger aircraft, with a 32-inch seat pitch, are expected to begin in October 1985. Price is $5 million in 1980 dollars. The companies have letters of intent for 50 to 60 of the aircraft from 13 carriers, including some in the U.S. Additional details of the program are expected to be announced at this week's CAAA convention in New Orleans.

PUBLISHED BY THE BUSINESS PUBLICATIONS DIVISION OF ZIFF-DAVIS PUBLISHING CO. COPYRIGHT © 1981 ZIFF-DAVIS PUBLISHING CO. ALL RIGHT RESERVED. REPRODUCTION IS STRICTLY PROHIBITED. SUBSCRIPTIONS: ONE YEAR $175. SIX MONTHS $105.